

the inside Scoop

Walk to talk:

47 CS commander discusses getting back to the basics of communications ...

Page 2

T-6 accident report:

Air Education and Training Command releases information on Aug. 31 T-6A Texan crash ...

Page 3

Computer usage:




Base Network Control Center warns Laughlin members of the ramifications of inappropriate government computer use ...

Page 4

Mission status

(As of Dec. 12)

Days ahead(+) or behind(-)

	-0.6
	-3.46
	-2.8

Fiscal Year 2000 statistics

--Sorties flown: 12,936
--Hours flown: 19,279.2
--Pilot wings earned in FY 00: 45
--Wings earned since 1963: 11,753

Index:

Viewpoint.....page 2
News.....page 3
XLer.....page 7
Sports.....page 15
Classifieds.....page 17
Newsline.....page 20

Security forces members come home to Laughlin following overseas deployment

By Airman 1st Class

Brad Pettit

Editor

Thirteen members of the 47th Security Forces Squadron returned to Laughlin Dec. 6 from a temporary duty assignment to Prince Sultan Air Base, Saudi Arabia where they provided security for a coalition complex, munitions storage area and operations area.

The members of the team worked at the air base for 102 days, inspecting cars for explosive devices and chemicals that could be used to manufacture them.

"We worked 16 hour days – three on, three off – and were lucky to get six hours of sleep a night before going back to work," said Tech. Sgt. Jude Richard, team leader for the operation.

The members of the team arrived at Prince Sultan AB Aug. 27 while the base was in Threatcon Bravo. However, that soon changed after the tragic bombing of the U.S.S. Cole, escalating the threat condition to Charlie and then to Delta. "We had to protect the planes and flightlines from possible avenues of approach from terrorist activity," Richard explained. "It was really scary to think there was a possibility something bad could happen."

Laughlin's security forces members were part of a coalition force including the French Air Force, Royal Air Force of Great Britain, and U.S. Army, Navy and Air Force personnel. "Our team really looked after one another, unlike some of the other teams there,"



(Courtesy photo)

Members of the deployment team pose for a photo after their Dec. 6 return to Laughlin. The members of the deployment team were Tech Sgt. Jude Richard, Staff Sgt. Mark Hogan, Senior Airmen James Miles and Azalea Williams, Airmen 1st Class Jessica Summerlin, Erin Jacobi, Miguel Acevedo, Brian Walker, Glynn Jackson, Michael Bishop, Steve Passons, Laura Salazar and Airman Robert Perez. Not pictured is Airman 1st Class Glynn Jackson.

said Richard. "We had Thanksgiving dinner in the dining facility, and all of our team sat together. We had to be over there for a holiday that people share with friends and family. It was good that we spent it together."

Members' time to communicate with friends and family through phone and e-mail was cut short due to their heavy workload. "We would have two 15-minute morale calls a week," said Richard. "I e-mailed my wife everyday – sometimes twice a day – but our

schedules didn't allow for a whole lot."

Although team members had a limited amount of time to stay in touch with friends and family, Laughlin members back in Texas were busy doing all they could to keep up the morale of those overseas and at home. "Maj. (Joel) Dickinson (47 SFS commander) really helped our morale," said Richard. "He would e-mail me to see how we were doing and tell me and the troops to keep our chins up. Mrs.

See 'Return,' page 7

Laughlin tests new bird radar tracking system

By Capt.

Andreas K. Wesemann

Wing safety

The future of bird detection in and around Air Force airfields was on display at Laughlin's air field Friday.

The Mobile Avian Radar System is a mobile radar unit manufactured by GEO-Marine, Inc. that is capable of tracking objects as small as birds and large insects.

Allen Lewis and Andreas Smith, who designed and built the system, set up the radar at the south end of the airfield on the abandoned aircraft parking pad.

With an unobstructed view of the airfield, members of Laughlin's Bird Hazard Working Group were able to see real-time images of bird and aircraft activity.

Col. Foret said the ability to see objects on screen up to six

miles out was far better than the current method of relying on pilots and tower controllers to monitor bird activity in the traffic pattern.

MARS is a self-contained, trailer-mounted unit that utilizes a 25-kilowatt X-band radar to track objects in both a surveillance mode or in an innovative vertical-scanning mode.

The surveillance mode is ca-

pable of detecting ground tracks of most bird targets out to a range of six nautical miles. In the vertical scan mode, the radar can detect birds up to 10,000 feet, and has tracked large birds up to 12,000 feet. The unit then uses a digital video camera to capture the raw radar image and transmits the image to an image-processing computer. The computer can then

See 'MARS,' page 7

Commanders' Corner



Walk to talk: Getting back to the basics of communications

By Maj. Anthony Zarbano
47th Communications Squadron

"Thank you for calling. Please leave a message. In case I forget to check my messages, please send your message as an audio file to my E-mail, then send me a fax to remind me to check my E-mail, then call back to remind me to check my fax." – from a cartoon by Randy Glasbergen

Phones and e-mails and faxes – oh my! We are surrounded these days by quick, easy and reliable means of communicating with one another. Many people cannot function on a daily basis without them (kids, do not try this at home) because they are entrenched in our way of life – at home, at work, even at play.

Technology is a wonderful thing that helps us get our jobs done. I am constantly amazed at the latest "gad-ged" that the world has to offer to get us "wired up" and in contact with one another. This technology is great for transmitting information but sometimes is not the best choice when we want to communicate (i.e. exchange ideas and information) with someone else.

For example, am I smiling as I write this article or am I frowning? Am I struggling to put words on paper or freely typing my thoughts? When we speak with someone over the phone or receive an e-mail, can we read "between the lines" to see what the communicator is really saying through facial gestures and body movements? Sometimes actions speak louder than words.

What ever happened to the old-fashioned conversation, a meeting of the minds so to speak, where what you see (and hear) is what you get? I think that maybe it's gone the way of convenience. Let's face it, "transmit-

ting" information is easier than "communicating" information.

When we transmit information, we don't have to worry about how we present ourselves, or whether or not our nonverbal actions will say something differently than what our words say. We have more time to think about what we'll say, and can do a multitude of others things while we are saying it, plus we can get away with not listening as intently as our receiver would like us to. It's a more efficient way of getting things done, but it's sometimes less effective as well.

When there are issues to resolve, challenges to meet or ideas to brainstorm, a few minutes in conversation can make a difference between success and failure. Many people consider meetings to be a hassle, but it's amazing how 30 minutes in a room with a solid agenda and open communication can accomplish what a week's worth of e-mail failed to do.

You may rationalize that you can better use your time by making a phone call, sending an e-mail or writing a note, but that two-minute jaunt down the hall

may clear your head, or at least be the only exercise you get that day. A good sanity check is to put yourself in the shoes of the people you are communicating with - if you were the recipient would you want to discuss the subject in person or over the phone (your answer may surprise you).

"Walking to talk" says, "this is important to me, and you are important to me," which leads to a more open exchange of ideas. Human interaction – it's timeless, proven and very much a value-added means of

"What ever happened to the old-fashioned conversation, a meeting of the minds so to speak, where what you see (and hear) is what you get?"

See 'Walk to talk,' page 8

Every AF member must communicate

By Maj. Eric Schnaible
Davis-Monthan AFB, Ariz.

"What ... we've got here ... is failure ... to communicate."

That classic line from the 1970s Paul Newman movie "Cool Hand Luke" reminds me of an important fact: Communication must be both sent and received to work. With our all-volunteer force facing some real recruiting challenges, we all must communicate to help stem the widening disconnect between the American military and the public.

Americans should both want and need to know how their Air Force is fulfilling our nation's global commitments. After all, 28 percent of my taxable income helps pay for that capability. While the public affairs office is the official conduit to the news media and general public for information, every uniformed airman can be seen as a spokesperson for our service. This effect is one of the inherent responsibilities we bear as Air Force professionals.

Surely I'm not the only one who has been asked about my "job" in the Air Force. Our stockholders, the (non-uniform wearing) taxpaying American public, like to engage us in conversation, because they respect what we do and they are curious.

Who also hasn't been asked, "What do you fly?" after you've indicated you're in the Air Force? "Sorry to disappoint you, but I'm a support type; but let me tell you why my job is important to the mission," is my usual comeback.

Responding with "I'm just a (your AFSC here) and don't know anything about that" is not only a weak response, but also a lost chance to connect an interested American with your personal role in our national defense.

One way to stay connected is to routinely read Air Force News Service products (www.af.mil - click on "subscribe") and your base newspaper, and to pay closer attention to information at staff meetings and commander's calls. Do your part to pass information through the chain of command the right way – not like the old telephone game, where

See 'Communicate,' page 8

Col. Jack Egginton
Commander
Capt. Angela O'Connell
Public affairs officer
Airman 1st Class Brad Pettit
Editor

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"Excellence – not our goal, but our standard."

– 47 FTW motto

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Submissions can be E-mailed to: bradley.pettit@laughlin.af.mil or reginal.woodruff@laughlin.af.mil

Officers, NCOs cautioned on political statements

Military members risk disciplinary action for making contemptuous remarks toward political officials, according to a top Air Force legal counsel.

Pacific Air Forces' senior judge advocate, Col. Thomas Strand, said that contemptuous language is broadly defined to include insulting, rude or disdainful language.

"The last time we got into this was during the impeachment trial of President Clinton," Strand said. "We were getting all kinds of e-mails and jokes about the situation."

"This is just bad business," he said. "It's bad business for military members of any rank who think they can misuse government equipment to send jokes about the president."

In fact, two senior NCOs were given non-judicial punishment by the PACAF vice commander because of their abuse and misuse of government equipment.

The NCOs had repeatedly forwarded e-mails that contained information and pictures that were offensive about the president and Monica Lewinsky, Strand said.

Article 88 of the Uniform Code of Military Justice expressly prohibits any commissioned officer from using "contemptuous words" against the president, vice president, congress, the secretary of defense, the secretary of a military department, the secretary of transportation, or the gover-

nor or legislature of any state ... in which he or she is on duty.

Enlisted (as well as officers) are similarly restricted by an identical rule in Air Force Instruction 51-902, Political Activities by Members of the Air Force.

The use of e-mail has added a new dimension to this problem. Comments historically spoken in private conversations are now forwarded in e-mails, which can be mass distributed.

Both military members and civilian employees forwarding these e-mails are at risk of possible disciplinary action as well because it is prohibited under AFI 33-119, Electronic Mail Management and Use, and the Joint Ethics Regulation.

Moreover, DoD directives prohibit using the government e-mail system to send out partisan political messages.

"In the past few weeks, we have seen several examples of this abuse of the system," Strand said. "Remember the bottom line here is a military member may express a personal opinion on political candidates and issues, but not as a representative of the Armed Forces and not through the use of the government e-mail system."

Military members need to be reminded that the ultimate goal of these prohibitions is to maintain good order and discipline, Strand said.

(Courtesy PACAF News Service)



Photo by Jim Teet

Pearl Harbor Day

Staff Sgt. Anthony Williams (left) and Dyron Allen of the Laughlin Honor Guard practice with members of the San Felipe Del Rio Veterans Honor Guard. They formed a joint color guard for the Pearl Harbor Day retreat held Dec. 7 at the San Felipe American G.I. Forum Hall. Col. John Betts, 47th Support Group commander, and Del Rio Mayor Dora Alcala spoke during the retreat ceremony.

AETC releases T-6A Texan II accident report for Aug. 31 crash

An Air Force T-6A Texan II aircraft crashed Aug. 31 when one of the crew members inadvertently placed the airplane's power control lever in the cutoff position, according to the accident report released by Air Education and Training Command here today.

The two-person crew, a pilot

and an instructor pilot, ejected and sustained only minor injuries.

The instructor pilot is a member of the initial cadre of instructors for the T-6.

The pilot was participating in an instructor-enrichment training mission.

On final approach to Stinson Municipal Airport, south of San

Antonio, the pilot, flying the T-6 from its rear seat, inadvertently cut engine power when attempting to move the wing flaps lever. The crew attempted to restart the engine before ejecting.

The instructor pilot had nearly 140 hours of flying time in the T-6 at the time of the crash. He has more than 3,500 hours of flying

time. The other pilot was on his initial flight in the T-6, and has more than 2,900 total flight hours.

Based on the conclusions of the accident report, AETC has reviewed procedures and training practices.

Nothing in the investigation indicated any malfunction with the aircraft.

Officials temporarily stood down the T-6 from flight immediately after the crash. Unrelated to the Aug. 31 incident, the Air Force also replaced the engine oil coolers on all the aircraft – based on a problem with the Canadian-version of the T-6. Flight training with the T-6 has fully resumed.

(Courtesy AETCNS)

Actionline

Call 298-5351

This column is one way to work through problems that haven't been solved through normal channels. By leaving your name and phone number, you are assured of a timely personal reply. It's also very useful in case more information is needed in order to pursue your in-

quiry. If you give your name, we will make every attempt to ensure confidentiality when appropriate.

If your question relates to the general interest of the people of Laughlin, the question and answer may also be printed in the *Border Eagle*. Before you call the Actionline, please try to work the problem out through the normal chain of command or directly with the base agency involved.

Thanks for your cooperation and I look forward to reading some quality ideas and suggestions.



Col. Jack Egginton
47 FTW commander

AAFES	298-3176
Accounting and Finance	298-5204
Civil Engineer	298-5252
Civilian Personnel	298-5299
Commissary	298-5815
Dormitory manager	298-5213
Hospital	298-6311
Housing	298-5904
Inspector General	298-5638
Legal	298-5172
Military Personnel	298-5073
Public Affairs	298-5988
Security Forces	298-5900
Services	298-5810
Equal Opportunity	298-5400
FWA hotline	298-4170

‘Yes’ to holiday drinking means ‘no’ to driving

By Sharon Reeves

47th Flying Training Wing safety

Holidays and weekends are a time when many people will be traveling the nation’s highways to engage in a variety of personal activities.

Accident and injury risks increase with the heavy holiday traffic. To insure against an accident or injury spoiling your holiday weekend, practice these safety tips:

Prepare your car for the trip. A maintenance inspection should be performed on your vehicle. You may do it yourself if you have the knowledge, but if you are unfamiliar with automobiles, have it checked by a qualified mechanic. Items to be checked include:

- Tires that are worn or out of balance.
- Play in your wheels, which may mean your vehicle’s front end needs to be aligned.
- Burned out taillights, headlights or other electrical problems.
- Faulty exhaust system that has rusted through.
- Worn or frayed belts.
- Worn wiper blades.
- Radiator and heater hoses that have cracked or have bulges in them.
- Low brake pedal may mean it’s time to have your brake system serviced.
- Coolant level, oil level and windshield cleaning fluid level.

Plan your trip. To reduce your chances of driving in heavy traffic, try to plan your driving times and routes to avoid congestion and to select the best route. Know your routes and exits. Accept the fact that the highways will be congested at times, with traffic moving very slowly. Don’t set impossible distance and time goals. Allow for stops to prevent fatigue.

Start your trip at an early hour after you are well rested. Long trips after a full day of work or during the hours of darkness are ex-

tremely hazardous due to fatigue. Give yourself a break and postpone a trip until you can start refreshed.

Limit your driving distance. Don’t try to drive more than 350 miles in a day. Try to drive during daylight hours.

Limit your driving time. Most off-duty motor vehicle accidents that occur over holiday periods result from attempts to drive too far, too fast, too late. Allow time to reach your destination without speeding or forcing yourself. Remember, more miles traveled means longer driving time behind the wheel, resulting in a fatigued driver.

If you feel yourself becoming drowsy, pull off the road at the next parking area and sleep for at least an hour. If you must stop along the roadside, turn your flashers on or put out a flare approximately 100 feet behind your vehicle.

Seatbelts must be worn whenever a car is in motion. In addition to the obvious benefits of preventing injuries and saving lives, they hold you in the seat for sudden stops, quick turns, and at unexpected road hazards such as “chuck holes.”

Drive within the legal speed limits. Reduce your speed during hours of darkness or when road conditions are unfavorable.

Weather is unpredictable during winter holiday travel, so be prepared for the possibility of:

Fog – particularly during the morning hours around low visibility areas. Remember to immediately adjust your speed to fog conditions and turn your headlights on low beam.

Severe rainstorms make driving treacherous, particularly during darkness. The key here is to adjust your speed to the driving conditions. Following distance should be increased when roads are treacherous. Your stopping distance will increase from 4 to 9 times more than normal stopping distances with good road conditions, if you stop quickly, avoid locking

See ‘Driving,’ page 14

“One of the most hazardous conditions for holiday travel is drinking and driving. Drinking alcoholic beverages, including beer and wine, can cloud judgment. Drinking is a factor in at least half of all fatal traffic accidents.”

NCC warns members of improper computer usage

By Airman 1st Class

Debbie Nagel and

Frederick S. Ervin

47th Communications Squadron

Laughlin computer user’s who have access to the Internet and E-mail accounts are reminded government computers are for official use only.

The following regulations AFI 33-129, “Transmission of Information Via the Internet” and AFI 33-119, “Electronic Mail (E-MAIL) Management and Use” govern computer use. These regulations must be adhered to at all times, and it is crucial that we maintain our discipline; especially during the holidays. The holiday period often involves working irregular shifts with many of our supervisors/co-workers on leave, and this may lead an individual to stray from their normal disciplines and begin “surfing the internet.”

A person might come in for their shift and notice a thinly staffed office and decide they will be able to get away with a day of “free computer play” on a government owned computer system.

The Network Control Center is required to monitor a daily activity log that shows where every computer user on Laughlin goes on the Internet. Through the computer sites and Internet Protocol address listed on the log, the NCC can determine a specific computer user who is abusing the policy. There is no guesswork or luck involved, the activity log is specifically designed to record our Internet usage.

Government computer users who violate computer use regulations are subject to disciplinary ac-

tion that may have severe consequences.

Another area that computer users have to remain disciplined in at all times, to include the holidays, is chain E-mail. Some of us may receive E-mail that has a holiday message with a request to forward to 10 other computer user’s who forward it to 10 others and so on. Chain letters can result in what is called a bottleneck. This term refers to an excessive amount of mail being sent out at one time. The result of this is slowing down of network resources bringing down the system.

This may be fine if you wish to crash the system on your own personal computer at home, but sending chain E-mails is in direct violation of Air Force computer policy.

We easily remember right from wrong when it comes to a government-owned vehicle. We know we cannot use a govern-

ment-owned vehicle for our own personal leisure, but when it comes to government-owned telecommunications equipment we forget there are strict rules and requirements.

We may be under the very false impression we are at our own individual computer terminal with nobody around and nobody will know what we are doing.

AFI 33-219, “Telecommunications Monitoring and Assessment Program” states that government-owned, unsecured telecommunications equipment is subject to monitoring and your use of this equipment is your implied consent to be monitored.

Let’s focus on maintaining our discipline during this holiday period.

For more information about these topics or other computer security related issues, call 4271.

Infant, child vomiting should be strictly monitored by parents

By Capt. Mark Vanderwel

47th Medical Operations Squadron

Vomiting. As adults we probably all have had it at least once in our lives. But for parents, what may even be worse is to watch your child go through it.

Unfortunately, younger children are overall more susceptible to vomiting than adults. Some babies do it all the time.

The muscle separating your esophagus from your stomach doesn’t fully mature in most babies until at least 6 months of age. With most babies, this equates to spitting up a portion of their food, but in others, it looks more like a fire hydrant. Fortunately, the majority of this vomiting in babies is simply a laundry problem, but for others, it may be something to look into.

When examining a baby brought in because of vomiting or spitting, I first look at the baby. Babies that have significant intestinal problems generally look sick. I want to know if the infant is throwing up green-colored vomit, has a fever, has a firm belly, or is not making normal urine and stools. If all of the above are negative and the baby is gaining weight, has no

breathing problems, and seems to eat willingly, he or she will probably be just fine (but may ruin some of her/his outfits and your carpet.).

In contrast to the spitting baby, who most of the time is not sick, when older children are vomiting, it usually is because of some illness. The number one cause

See ‘Vomiting,’ page 14

Question of the week

What do you think about military life so far?



"Military life is just like I expected. There are good days and bad days, but the outstanding pay makes it worthwhile."

2nd Lt. Don Walpole
85th Flying Training Squadron



"It is nothing I thought it would be. It's better. I mean, it could be worse."

Airman Christian Lewis
47th Operations Support Squadron



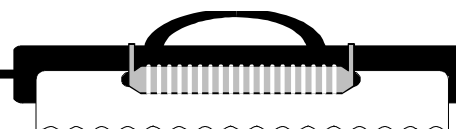
"It is a lot better now that basic and tech school are over with. I wish I wasn't stuck out in the middle of the desert, but it is too soon to tell. I think it will be cool, though."

Airman Basic Justin Schank
47th Medical Support Squadron



"It is only for special people. You have to desire to meet new people. You have to be a type of person on the go."

Airman Basic Erica Cambell
47th Communications Squadron



From the Blotter (Dec. 4-9)



■ An individual backing out of a parking slot struck a parked car at Club Amistad. Damage consisted of dents and a separated bumper to the parked car. The accident caused approximately \$700 in damage.

■ Security forces patrols assisted in evacuating the base operations building during an electrical problem at the control tower. The fire chief inspected the facility and declared it safe to be re-entered.

■ An individual notified the law enforcement desk they were receiving harassing phone calls from an unknown caller. No suspects

are identified at this time.

■ Four military members requested assistance gaining entry into their vehicles due to keys being locked inside. Security forces patrols gained access to all vehicles without damage.

Tip of the day: Proof of insurance should be kept in your car at all times. Security forces patrols check these documents during routine traffic stops. We are authorized to issue temporary suspension of driving privileges to individuals unable to provide proof of insurance.

The *XLer*



Photo by Airman 1st Class Brad Pettit

Capt. Shannon Hill
Family Practice Clinic

Hometown: Detroit, Michigan.
Family: Capt. Deryck Hill, Laughlin pharmacist; first child/son expected Dec. 21, 2000.
Time at Laughlin: 1 1/2 years.
Time in service: 4 1/2 years.

Name one way to improve life at Laughlin: Make Laughlin a two-year controlled tour.
Greatest accomplishment: I was recently accepted to the Air Force Institute of Technology to get my master's degree as a women's health nurse practitioner. I will start school in August 2001.
Bad habit: Saying what I feel.
Motto: Anything worth doing is worth doing well.
Favorite beverage: Diet Coke.
Favorite food: Anything chocolate.
Hobbies: Jogging, shopping and decorating.
If you could spend one hour with any historical figure, who would it be and why? Any framer of the U.S. Constitution to hear their take on our current situation.

Where are they now?

Name: Maj. Chai Norman.
Class/Date of graduation from Laughlin: Class 91-02, November, 1990.
Aircraft you now fly and base you are stationed at: T-1, Vance AFB, Okla.
Mission of your aircraft? Train student pilots.
What do you like most about your current aircraft? I'm home every night.
What do you dislike most about your current aircraft?

Nothing.
What was the most important thing you learned at Laughlin besides learning to fly? It takes teamwork to make it through UPT and get the mission accomplished.
What is your most memorable experience from Laughlin? Having my second son born at the Laughlin hospital.
What advice would you give SUPT students at Laughlin? Work together to get everyone



(U.S. Air Force photo of a T-1A Jayhawk)

‘Return,’ from page 1

(Kathy) Dickinson and Jacquie Holloway, (47 SFS secretary), also checked in on our families to see how they were doing. That really meant a lot to us.”

Major and Kathy Dickinson and Holloway also organized a “care package” system, soliciting volunteers from around the base to donate foods, baked goods, snacks and personal items to send to the members at Prince Sultan AB and other members deployed to Southeast Asia. “When the care packages came, I had to use a dolly to bring them inside the living quarters,” said Richard. “I divided up the stuff and there was enough to go around for the rest of the time we were there. Everyone was proud of what their squadron, base and community was doing for them.”

Following the more than 25-hour flight and two and a half-hour bus ride from San Antonio, local sheriff’s’s department patrols escorted the members from Brackettville to the gates of Laughlin. “We were happy to be home,” said Richard. A security forces patrol then picked up the escort, taking the group to Bldg. 140 (security forces building).

“The base fire department sprayed water that we drove through,” said Richard. “At the security forces building, several people from the base and community were waiting for us. It was very special. I have never seen anything quite like that in all my years in the military. It was hard being away from home, but the people here made it a whole lot easier.”

‘MARS,’ from page 1

determine bird activity within each image and stores the data for further analysis.

This data can be used to build a local Bird Avoidance Model for different times of year. The current BAM is based on historical data for the time of year which can vary greatly due to weather, temperature and food source availability for the birds. In addition, the data can be observed real-time from remote sites, such as the tower, Runway Supervisory Unit, or even in the squadron and flight rooms on the LAN/Web. A query can be written on the web page

so that the bird information for the last hour, 15 minutes or any other period can be immediately available. This information can include bird location and height, number and size of birds, and movement. This trend information can assist in determining real-time hazard conditions and bird status.

The MARS unit is operated and maintained by a single opera-

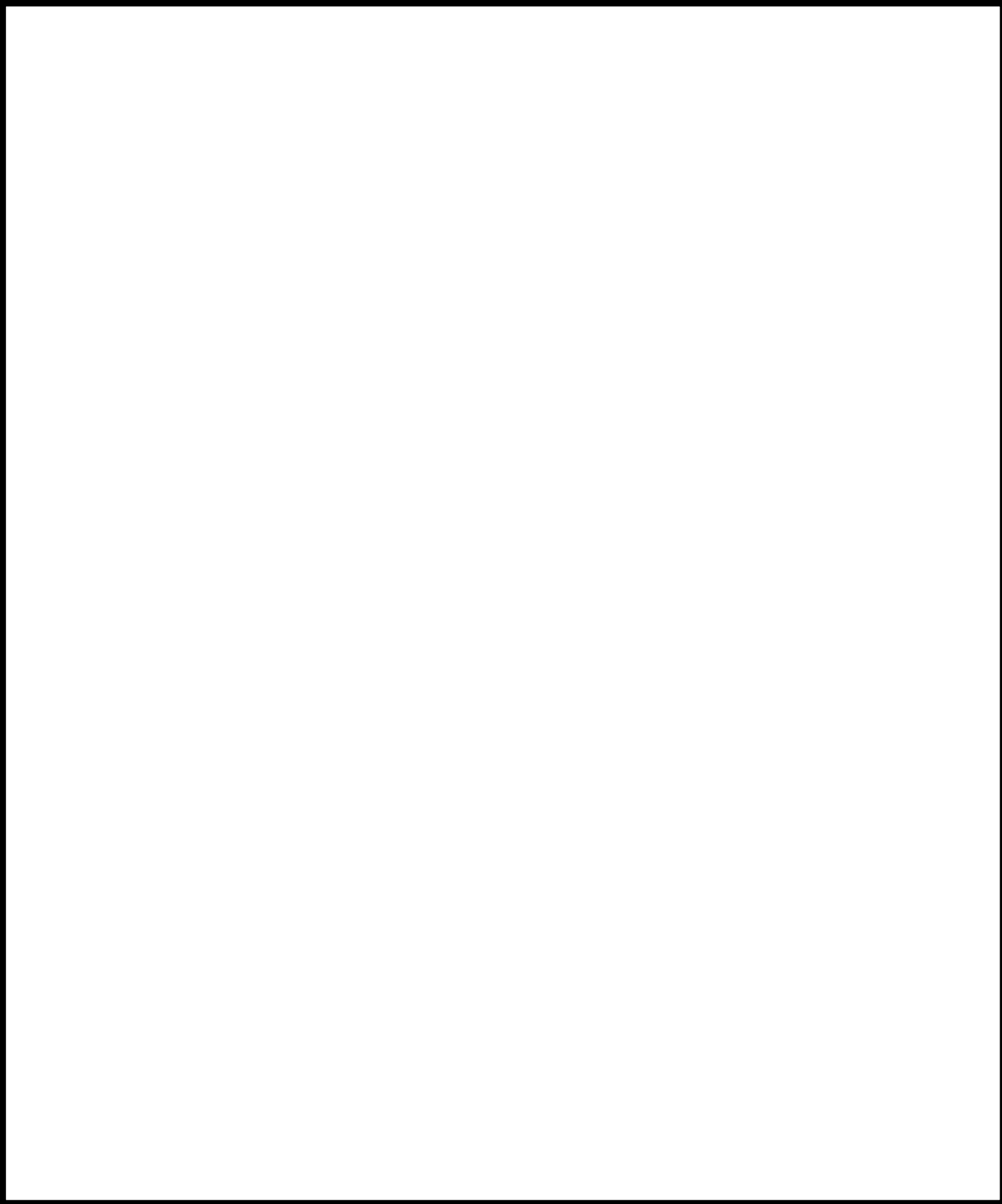
tor-it can be set up in less than 30 minutes. A comprehensive study of bird activity for an area can require up to three years in order to cover all of the seasonal changes of weather and seasonal and daily bird movements. Other specific issues can also be addressed, such as immediate information on the impact of landfills on bird activity, night bird activity, and ponds. A

better understanding of bird movements in relation to weather, lighting conditions, airfield conditions, and surrounding attractants-such as agriculture, landfills, water sources-can greatly assist in risk management decisions.

GMI is also currently conducting the second phase of development of the Avian Hazard Assessment System covering the eastern

third of the United States. In the fall of 1998 under contract with the Air Combat Command, GMI conducted the first study aimed at identifying bird targets from the radar as a means of providing daily forecasts and hourly updates of hazards in specified geographical regions.

More AHAS information is now available at www.ahas.com.



‘Walk to talk,’
from page 2

communication.

The next time you pick up the phone, or send your co-worker down the hall an e-mail on a question or an unresolved issue, consider the “Walk to Talk” method – you will be pleased with the results, and may even become a conversation “convert.”

the message at the start isn’t even close to the message received at the distant end.

It’s a sad comment, but I’d bet most Americans know more about PlayStation 2 and Britney Spears than their Air Force. Some may not even be able to distinguish an M-16 from an F-16. Except for what they see when we’re in a shooting war or humanitarian effort, most have little knowledge of their post-Cold War military.

“Why does the Air Force want the F-22 and Joint Strike

Fighter? What’s this EAF thing? What do they mean by optempo? How come they ‘make you’ get the anthrax shot? What’s this ‘No One Comes Close’ business?” are all fair-game questions that uniformed members should be able to answer accurately enough.

If not, ask yourself at which

end of the communication equation – the send or receive node – the failure to communicate begins. Aerospace power is no deterrent if no one knows about it. And our public won’t understand how and why we consistently make 21st-century military operations look so easy on CNN.

(Courtesy AFNEWS)

Fraud, Waste
and Abuse

Preventing Fraud, Waste and Abuse is everyone’s job! If you know or suspect FWA, call the FWA hotline, 298-4170.

Mission Complete—SUPT Class 01-03 graduates today



2nd Lt. Steven Schimelpfening
Class Leader
C-5 Travis AFB, Calif. (AFRC)



2nd Lt. Matthew C. Stanely
Assistant Class Leader
T-37 Laughlin AFB, Texas



1st Lt. Yu, Yeong Tang, Bernard
F-5 Paya Lebar AB, Singapore



1st Lt. Chue Wei Chung, Melvin
F-5 Paya Lebar AB, Singapore



2nd Lt. Stephen P. Churchill
C-17 Charleston AFB, S.C.



2nd Lt. Brian R. Colby
KC-135 Fairchild AFB, Wash.



2nd Lt. Lawrence G. Evert
A-10 Davis-Monthan AFB, Ariz.



2nd Lt. Angelo Ford
C-17 Charleston AFB, S.C.



2nd Lt. James A. Greenfield
B-52 Barksdale AFB, La.



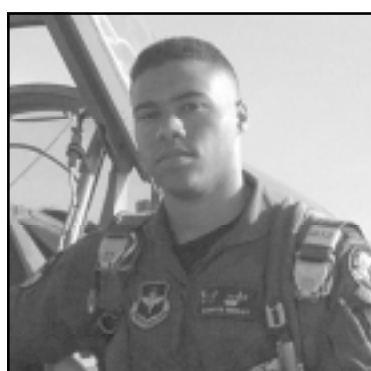
2nd Lt. Douglas W. Hall
E-3 Tinker AFB, Okla.



2nd Lt. Michael A. Klein
KC-10 McGuire AFB, N.J.



2nd Lt. Craig D. Lindstrom
C-5 Dover AFB, Del.



2nd Lt. Darrick Mosley
B-52 Barksdale AFB, La.



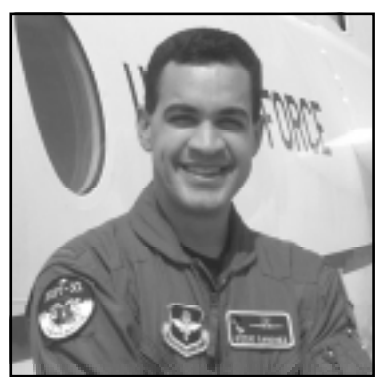
2nd Lt. James T. Olden
C-21 Andrews AFB, Md.



2nd Lt. Evaristo M. Orengo III
C-130 San Juan, Puerto Rico (ANG)



2nd Lt. Scott K. Russell
KC-135 Grand Forks AFB, N.C.



2nd Lt. Osval A. Sanchez
KC-135 RAF Mildenhall, U.K.



2nd Lt. Jose M. Sarduy
C-141 McGuire AFB, N.J.



2nd Lt. Paul A ShROUT
KC-135 Pittsburgh, Penn. (ANG)



2nd Lt. James R. Taggart
KC-10 Travis AFB, Calif.



2nd Lt. Derek R. Tate
C-21 Randolph AFB, Texas



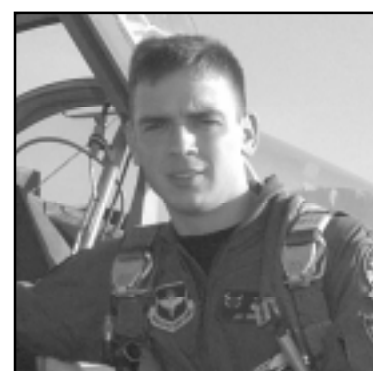
2nd Lt. Jason E. Taylor
F-15E Seymour Johnson AFB, N.C.



2nd Lt. Ryan C. Trueman
C-9 Yokota AFB, Japan



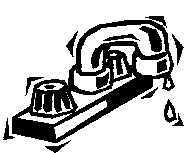
2nd Lt. Ryan C. Van Scotter
C-141C March Field, Calif. (AFRC)



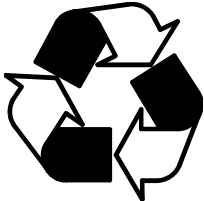
2nd Lt. Jeremy P. Wieder
F-15C Tyndall AFB, Fla.

2nd Lt. William J. Radford
C-130 San Juan, Puerto Rico (ANG)

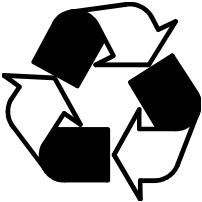
1st Lt. Dereck J. Rogers
KC-135 Pease AFB, N.H. (ANG)



Drops become gallons Replace leaky faucets



Recycle...



Chapel Schedule

Catholic

- Saturday Vigil Mass 5 p.m.
- Sunday Mass 9:30 a.m.
- Confession by appointment.
- Choir 6 p.m. Thursdays.
- CCD 11 a.m., Religious Education Building.
- Little Rock Scripture Study 11 a.m. Sunday in Chapel Fellowship Hall.

Jewish

Max Stool, call 775-4519.

Muslim

Dr. Mostafa Salama, call 768-9200.

Protestant

- General worship 11 a.m.
- Women’s Bible Study, 12:30-2:15 p.m. Wednesday at Chapel.
- Student Wives Fellowship** 7-9 p.m. Monday; call 298-7365.
- Sunday school, 9:30 a.m. at the Religious Education Bldg.
- Choir, 7 p.m. Wednesday at Chapel
- Chapel Youth Group** -Sunday, 5 p.m. Chapel Fellowship Hall

Chapel staff

Chaplains

- Maj. C. Jeffery Swanson
- Maj. Frank Hamilton
- Capt. Larry Bailey
- Capt. Richard Black

Chaplains’ Assistants

- Tech Sgt. Donald Williams
- Senior Airman Diana Beauvais
- Airman 1st Class Christina Deutsch

“God loves you and we do too.”
For more information on chapel events and services, call 5111.

Why I joined the Air Force; why I stayed

Name: Master Sgt. Daniel F. Cook, Jr.

Organization: 47th Operations Group.

Hometown: Philadelphia, Penn.

His story:

I am originally from Philadelphia, Pennsylvania but I call San Luis Obispo, Calif. home. I have the honor to be the Fighting 47th Operations Group first sergeant, the best operations group in the Air Force.

My wonderful wife Karen and I decided to make the Air Force a career when we were stationed in Lajes Field, Azores, Portugal. It was there that I was selected to go on a special duty assignment to Little Rock AFB. I was part of an elite unit that trained selected AFSCs and all branches of the military in ground combat skills. I felt that I could make a difference and decided then and there to reenlist. Deploying all over the world I have learned one thing, no matter what rank you hold it

does not make you a great leader, what makes you a great leader is what is inside you, your natural charisma, motivation, integrity, knowledge, common sense, honor and discipline.

I have deployed with one-strippers that had earned the respect of their peers and would be followed before any one of the sergeants.

Goals:

Be the best first sergeant I can be because my people deserve the best and I demand it of myself.

On a personal note I would like to make senior master sergeant, do 20 years and retire.

Advice:

Be a warrior (heart and mind), fire the metal in order to make steel (experience), do the right thing (honor), keep your armor shiny (integrity), fight the good fight (take care of your people), be loyal (up and down the chain), be respectful, and above all put your people above yourself.

Hoooooah!



Photo by Airman 1st Class Brad Pettit

Master Sgt. Cook signs a few documents as part of his duties as the 47th Operations Group first sergeant.



your wheels. Instead, pump your brakes by jabbing and releasing them quickly. This gives alternate intervals of braking and steering control.

If your vehicle is equipped with anti-lock brakes, apply brake slowly – the automatic braking system will pulsate and prevent brakes from locking up. Remember that ice forms more quickly on bridges and overpasses than on roadways.

Sometimes weather can get so bad that the best thing to do is to get completely off the road until conditions improve. This is especially true when driving in heavy rain or dense fog. If you have to stop, get as far off the road as possible and turn off all exterior lights except the flashers.

One of the most hazardous conditions for holiday travel is drinking and driving. It sometimes starts like this: “C-mon, you can have one more. Get in the holiday spirit!”

Drinking alcoholic beverages, including beer and wine, can cloud judgment. Drinking is a factor in at least half of all fatal traffic accidents. You know the score: If you drink, don’t drive.

of vomiting in older children is a viral infection. Frequently, diarrhea and abdominal pain accompany vomiting. Sometimes, fever is also involved. This constellation of symptoms is called viral gastroenteritis. The most serious complication is dehydration. When your child has GE, a parent’s main job is to keep them hydrated. With most children, you can continue a normal diet. When a child becomes sicker and has difficulty “keeping anything down,” then it’s best to try pedialyte or watered down Gatorade and juices in small amounts in frequent intervals.

Keeping track of urine out-

put is the simplest way to track your child’s level of dehydration. In general, your child should make urine at least once every 8 hours while awake. Other things you can follow include whether your child is making tears or how moist their mouth is.

There are many other things that cause vomiting that are beyond the scope of this article. Here is a list of reasons that you should bring your child into the doctor:

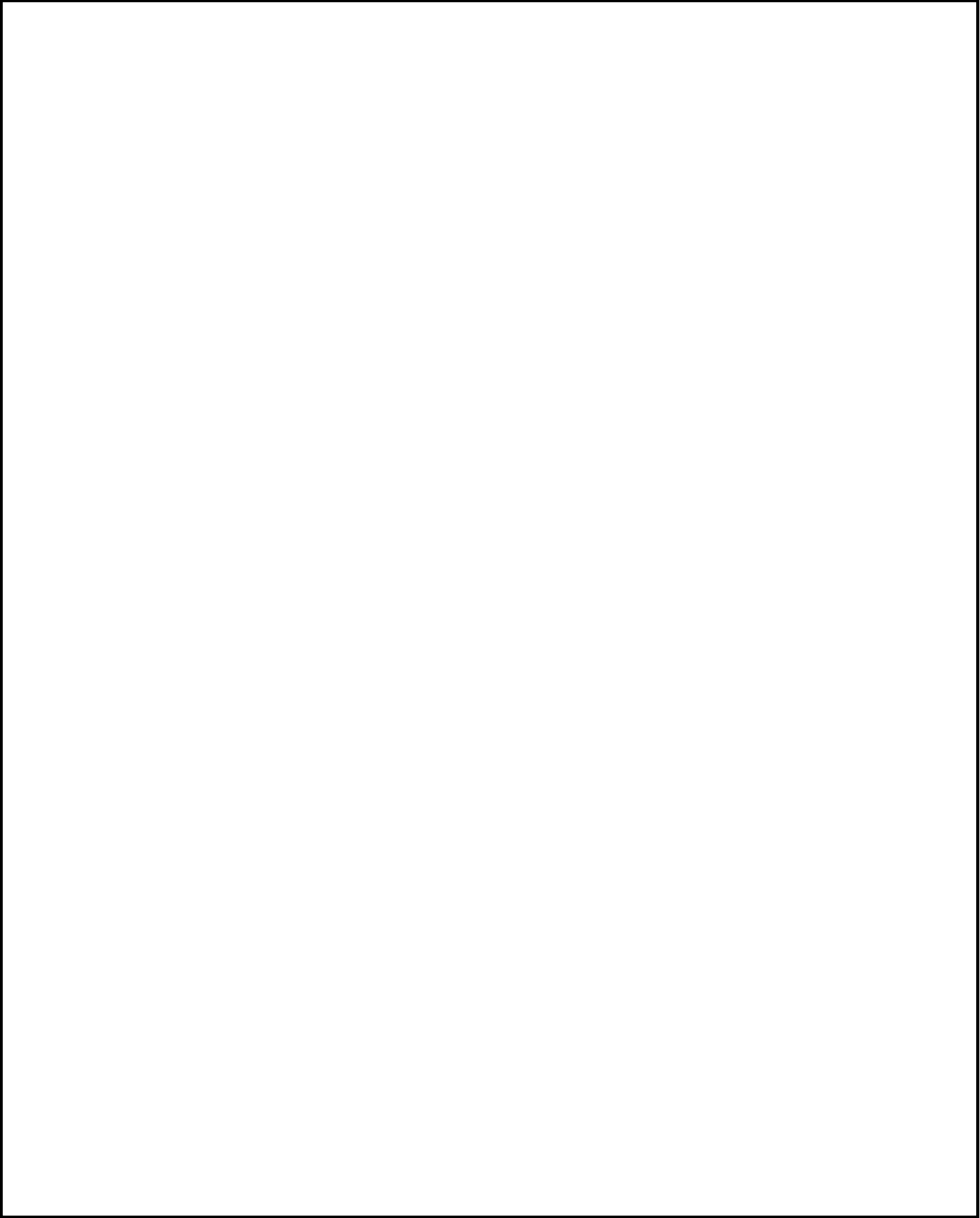
- Dehydration.
- Blood in the vomit or stool.
- Vomiting without diarrhea that

persists for more than three days.

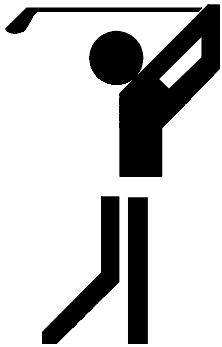
- Vomiting and diarrhea that persist for more than 7 days
- Severe abdominal pain that doesn’t go away in a half-hour
- Bilious (green) vomiting
- Persistent fever higher than 103F in older children, fever

100.4F in children less than 3 years of age.

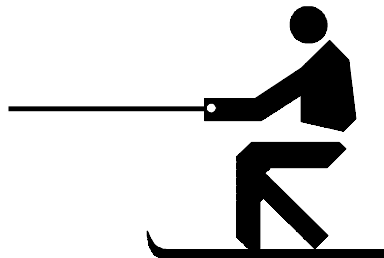
Thankfully, the majority of vomiting in children lasts for only a short time. If you have any questions about the health of your child, feel free to call the HCIL line at 1-800-611-2875 or the Pediatric Clinic at 298-6475.



Laughlin's NFL: Gridiron Gurus								Week 16	
PLAYERS	Bruce Bond	Diane Bond	Eric Gonzales	Michael Houston	David Isbell	Lavelle Jenkins	Eric Linneman	Amanda Stewart	Chad Workman
LAST WEEK SCORE	9	9	11	12	11	10	11	12	11
OVERALL SCORE	109	103	97	103	93	102	109	100	93
WASHINGTON@PITTSBURGH	WAS	WAS	PIT	WAS	PIT	PIT	PIT	WAS	PIT
OAKLAND@SEATTLE	OAK	OAK	SEA	OAK	SEA	OAK	OAK	OAK	SEA
ATLANTA@NEW ORLEANS	N.O.	N.O.	N.O.	N.O.	N.O.	N.O.	N.O.	N.O.	N.O.
DENVER@KANSAS CITY	K.C.	K.C.	K.C.	DEN	K.C.	K.C.	DEN	DEN	K.C.
DETROIT@NEW YORK JETS	NYJ	NYJ	NYJ	NYJ	NYJ	NYJ	NYJ	DET	NYJ
GREEN BAY@MINNESOTA	MIN	MIN	MIN	MIN	MIN	MIN	MIN	MIN	MIN
JACKSONVILLE@CINCINNATI	JAX	JAX	CIN	JAX	CIN	JAX	JAX	JAX	CIN
NEW ENGLAND@BUFFALO	BUF	BUF	BUF	BUF	BUF	BUF	BUF	BUF	BUF
SAN DIEGO@CAROLINA	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR
TENNESSEE@CLEVELAND	TEN	TEN	CLE	TEN	CLE	TEN	TEN	TEN	CLE
CHICAGO@SAN FRANCISCO	S.F.	S.F.	S.F.	CHI	S.F.	S.F.	S.F.	S.F.	S.F.
BALTIMORE@ARIZONA	BAL	BAL	ARI	BAL	ARI	BAL	BAL	BAL	ARI
INDIANAPOLIS@MIAMI	MIA	MIA	MIA	IND	MIA	MIA	MIA	MIA	MIA
NEW YORK GIANTS@DALLAS	NYG	NYG	DAL	NYG	DAL	NYG	NYG	NYG	DAL
ST. LOUIS@TAMPA BAY	STL	STL	T.B.	STL	T.B.	STL	STL	T.B.	T.B.



Sports Safety –
Play it Safe



Laughlin history

Q: To prepare for the implementation of SUPT, ATC reorganized the operations group into five squadrons in April 1990. Which squadrons were active at Laughlin?

- (a) 39th, 84th, 85th, 86th, and 87th Flying Training Squadrons.
- (b) 47th Student Squadron and 84th, 85th, 86th and 87th FTSs.
- (c) 47th OSS and 84th, 85th, 86th, and 87th FTSs.

The correct answer is ... (a).

The 47th OSS replaced the 39th Dec. 16, 1991.

Tobacco cessation

The Health and Wellness Center is sponsoring tobacco cessation classes starting Jan. 9. The classes will be held on Tuesdays at 10 a.m. and 4:30 p.m. in the HAWC conference room.

For more information, call Tech. Sgt. Ray Fernandez at 6463 or 6464.

Environmental facts

Surface coating facilities operating under exemption must maintain data of daily coatings and solvent use and the actual hours of operation of each coating and stripping operation. Reportable operations include wipe-down solvents, touch-up paint, primers, sealers, topcoats, major paint jobs, aerosols, etc.

Exemption from permitting for solvent cleaning operations requires the posting of operating instructions, closing of lids, and use of non-spraying nozzles.

College registrations

Embry-Riddle Aeronautical University is hosting registration for its spring term from Jan. 9-12.

For more information, call 5285.

The Laughlin Education Office will host the Sul Ross State University registration for the spring semester from 11 a.m. to noon. Jan. 17.

For more information, call 5529.

Awards luncheon

A Quarterly Awards Luncheon is scheduled for 11:30 a.m. Dec. 20 at Club XL. Tickets are currently on sale. All nominees and squadron commanders should RSVP to 4295. All others, see first sergeants to sign pro rata. The last day to purchase tickets is Thursday.

For more information, call 5889.

Volunteers needed

Volunteers are needed for Operation Dominant Chronicle. This is a 90-day TDY for E-6 and below who are Spanish proficient. Duties include translation of



Photo by Airman 1st Class Brad Pettit

Surprise!

Senior Airman Sean Elliot, 47th Security Forces Squadron, accepts a cookie bag from Terri Foret and Jann Davidson as a part of the annual Cookie Caper Tuesday. The Cookie Caper is a project sponsored by the Officers' Spouses' Club that spreads holiday cheer by distributing cookies to base dorm residents. Thanks to the donations of many base residents, more than 450 bags of cookies were collected.

records from various Latin American countries. Augmentees will work in an office environment. Additional details will be provided upon TDY selection.

For more information, call customer service at 5277.

Aerobics schedule

The updated holiday aerobics schedule is as follows:

- Dec. 22 – 11:30 a.m. – Kickboxing.
- Dec. 23 – 9 a.m. – Instructor choice.
- Dec. 24 – 26 – No class.
- Dec. 27 – 11:30 a.m. – Kickboxing.
- 4 p.m. – Step.
- Dec. 28 – 4 p.m. – Circuit training.
- Dec. 29 – 11:30 a.m. – Kickboxing.
- Dec. 30 – 9 a.m. – Instructor choice.
- Dec. 31 – Jan. 1 – No class.

Red carpet sims

The 47th Flying Training Wing is hosting its annual Christmas Red Carpet simulator tours Dec. 26, 27 and 28 from 8 a.m. to 5 p.m. The tours will be given on a first-come, first-serve basis. The simulator rides are available to personnel of Laughlin and their family members. Each person will be assigned a 45-minute

slot.

Call wing programming Dec. 18 at 4465 to sign up.

HCAC meeting

The Health Consumers Advisory Council is a forum for exchanging information between the providers and consumers of health care at Laughlin.

Representatives from most base organizations and the retired population meet with members of the Clinic Executive Committee once a quarter on an informal basis.

The next meeting of the Council will be held at 1 p.m. Jan. 5 in the wing conference room at Laughlin.

For more information, call Mina Stover at 6311 for additional information or to indicate attendance.

Veterans meeting

The Tomas Rodriguez (Del Rio) DAV Chapter 53 meeting is scheduled for Dec. 19 at 3 p.m. at 208 Lasoya (Val Verde County Veterans Office).

For more information, call Carolee Sommers at 768-3448.

MLK luncheon

A luncheon honoring Dr. Martin Luther King, Jr. will be held at 11:30 a.m. Jan. 12 at Club XL.

The meal will be sub sandwiches with three options of meat – baked ham, roasted turkey and roast beef. Price is \$7 for members and \$9 for non-members.

The guest speaker for the event will be Col. (Ret.) I.V. Tolbert.

For more information, or for tickets, contact Joni Jordan at 5914.

Civilian personnel

The 47th Mission Support Squadron Civilian Personnel Flight will be closed Dec. 22 and Dec. 29.

For more information, call 5375.

Trash pick up

The method of surveillance for refuse and recycling pick up in the Military Family Housing and Mobile Home Park is customer complaint. Branches, leaves or grass clippings are picked up from the curbside the 1st and 3rd Mondays of each month by the grounds contractor.

For more information, call 5247.